



# Federal Aviation Administration

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## Memorandum

Date: June 19, 2007

To: Manager, National Flight Procedures Office, AJW-32

From: *[Signature]* Manager, Flight Procedure Standards Branch, AFS-420

Prepared by: Flight Procedure Standards Branch, AFS-420

Subject: Clarification of Documentation Policy Regarding Application of Adverse Assumption Obstacles (AAOs) to Departure Procedures

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**PURPOSE:** This memorandum provides policy clarification for documenting application of AAOs to Obstacle Departure Procedure (ODP) and Standard Instrument Departure (SID) procedure development.

**BACKGROUND:** Order 8260.19, Flight Procedures and Airspace, paragraph 274, requires the application of an AAO for departure procedures when determining the controlling obstacle. An AAO is necessary to compensate for obstacles 200 feet or less Above Ground Level (AGL) that are not reported/accounted for under Title 14, Code of Federal Regulations (CFR) Part 77. Pilots must be made aware of obstacles that penetrate the 40:1 Obstacle Clearance Surface (OCS) when a climb gradient has not been established or cannot be met due to limited aircraft performance capability and, therefore, must be avoided by other means. This is done by visually acquiring the obstacle and/or pre-planned maneuvering to avoid the obstacle. An AAO must be considered for potential affect on an instrument procedure and its potential to become a controlling obstacle; therefore, there must be a means to afford protection to departing aircraft. Informing a pilot of an AAO has no true meaning to the pilot and they are not trained to do anything with such information.

**POLICY:** When developing an instrument departure procedure (ODP or SID), an AAO must be considered in procedure development as specified in Order 8260.19, paragraph 274. The information listed below must be used in conjunction with the requirements already established in Order 8260.46C and does not constitute a replacement for any existing policy. If it has been determined that an AAO is the controlling obstacle, the following must be applied:

1. An AAO will not be identified in the "Takeoff Obstacle Notes" section of the 8260-15 series forms (Block #3 on Form 8260-15A or Block #4 on Form 8260-15B).

2. An AAO controlling obstacle will be listed in the “Controlling Obstacles” section of the 8260-15 series forms (Block #4 on Form 8260-15A or Block #5 on Form 8260-15B).
3. An AAO that is located greater than three Statute Miles (SM) from the end of the runway will be evaluated and may require a nonstandard climb gradient (CG) (or other options per application of Order 8260.46C, Departure Procedure Program, Table 1). Likewise, an AAO located three SM or less from the end of the runway that requires a nonstandard CG will also require a ceiling and visibility be established as an alternative to the CG, even though an obstacle does not physically exist. Note: As specified in paragraph #1 above, the AAO will not be identified/published as a “takeoff obstacle” because pilots are not familiar with the AAO concept. However, publishing a ceiling and visibility will allow for those situations where the CG cannot be achieved and still afford the pilot the opportunity to visually acquire and avoid any obstruction that could have been built without notice to the FAA.

This guidance will be incorporated into Order 8260.46D and this memorandum is cancelled upon its publication.

If you have any questions, please contact Tom Schneider, AFS-420, at (405) 954-5852.



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ROUTING SYMBOL TJNichols
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INITIALS/SIG <i>[Signature]</i>
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INITIALS/SIG <i>[Signature]</i>
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